

# The figures show a worsening trend

The TÜV report 2021 shows an increasing number of faults among all commercial vehicles. The 'heavy' models, which have otherwise improved in other areas, have shown a higher quota of major and dangerous faults.

Around 1.9 million vehicle owners trust in the assessment of the experts at TÜV for the general inspection of their commercial vehicles. There is one important message to be taken from the TÜV Report Commercial Vehicles 2021: With a quota

of exactly 72.9 percent of vehicles without a fault, the number of fault-free main inspections is 0.1 percentage points below the results of the TÜV Report 2019. This result would be pleasing, if the quota of five-year old heavy commercial vehicles with major faults hadn't risen from 16.8 to 17.6 percent, among others. And the new fault group "dangerous faults" hasn't even been taken into account here – which is 0.3 percent among four-year old models and 0.2 percent among five-year old models.

## The results were better in 2019

A look at the statistics for all commercial vehicles, including transporters and pickups, may seem to show a positive trend at first glance: While the 2019 report showed 71.5 percent of five-year old vehicles without fault during the general inspection, there has been a slight improvement in the latest report with 72.1 percent. Put into perspective, the quota of vehicles with significant faults after five years has increased by 0.1 percentage point from 17.4 percent in 2019 to 17.5 percent in 2021. For an objective comparison, however, we have to add the 0.3 percent for dangerous faults. So what now seems like a relatively low figure at first glance at 0.4 actually totals several thousand commercial vehicles from all classes, which have not passed the general inspection and, in some cases, even pose a safety risk.

A look at the individual results reveals other weaknesses that should be worked on. A traditional weak point of all commercial vehicles – whether vans or trucks – is the technical lighting equipment and the low beam in particular. If this fault increases by just 0.1 percentage point across all commercial vehicles, this represents a deterioration of 14 percent (3.2 to 2.8) among the heavy commercial vehicles compared with the TÜV Report 2019. An even more serious problem is the deterioration in the oil loss test point. The experts are reporting an increasing number of oil leaks across practically all model years and weight classes. While this fault amounted to 2.4 percent among the five-year old models in the last evaluation period and across all commercial vehicles, the value is currently at 3.1 percent – which is an increase of almost 30 percent! In this point too, the trucks can not be separated from the group as a whole. The quota in this segment has also deteriorated from 2.8 to 3.2 percent.

Another interesting point is that the number of faults relating to engine management and exhaust checks has also increased significantly. The total of all five-year old commercial vehicles tested during the last evaluation period showed a fault quota of 0.4 percent. This has now risen to 1.4 percent. Once again, the 'heavy' models are worse still: In 2019, the fault quota here was also 0.4 percent after five years. This value has increased to 1.6 percent. That's 1.2 percentage points, which is four times worse than the previous report!

**Only better after the decimal point**  
Considering the fact that the overall results are slightly below the level of the previous evaluation period, there ought to be minimal improvements in other points in light of the deteriorations described. And some inspection points, such as axle suspension, have, in fact, shown fewer faults compared with 2019. And there are also fewer issues with the parking brake among commercial vehicles overall. But we have only seen a real improvement in the exhaust systems. All this is only reflected in the figures after the decimal point, however. ■■■

Commercial vehicles total	
Number of general	1,950,357
MF <sup>1</sup> quota of all com-	19.2%
MF quota by weight class	
1. < 3.5t	19.8%
2. 3.5t to < 7.5t	18.0%
3. 7.5t to < 18t	19.1%
4. >= 18t	19.5%
MF/DF <sup>2</sup> quota of all	19.6%
MF/DF quota by weight class	
1. < 3.5t	20.3%
2. 3.5t to < 7.5t	18.5%
3. 7.5t to < 18t	19.5%
4. >= 18t	19.9%
DF quota of all com-	0.5%
DF quota by weight class	
1. < 3.5t	0.5%
2. 3.5t to < 7.5t	0.5%
3. 7.5t to < 18t	0.4%
4. >= 18t	0.4%

<sup>1</sup>MF = Major fault  
<sup>2</sup>DF = Dangerous fault

**IMPRINT**  
Article and statistical data are an excerpt from: TÜV REPORT Commercial Vehicles 2021 published by: Verlag Heinrich Vogel, a division of Springer Fachmedien München GmbH in cooperation with: Verband der TÜV e.V. (VdTÜV)

This text - including extracts - may only be reproduced by permission.

Commercial vehicle overview of all vehicles					
Findings of the general inspection					
Age in years	1 year	2 years	3 years	4 years	5 years
Mileage in Tkm	57	66	138	127	179
No fault	87.0%	83.2%	78.8%	76.1%	72.1%
Minor faults	4.8%	6.9%	8.0%	9.2%	10.1%
Major faults	8.1%	9.8%	13.0%	14.5%	17.5%
Dangerous faults	0.1%	0.1%	0.2%	0.2%	0.3%
Fault analysis					
Light system					
Low beam	1.9%	2.6%	3.2%	3.5%	4.1%
Lighting front	0.9%	1.2%	1.3%	1.3%	1.4%
Lighting rear	2.5%	3.0%	4.3%	5.3%	6.6%
Indicators/warning lights	1.0%	0.9%	1.2%	1.3%	1.8%
Body/chassis					
Axle suspension	0.3%	0.5%	0.8%	1.2%	1.7%
Axle spring/damping	0.3%	0.3%	0.6%	1.0%	1.2%
Drive shafts	0.0%	0.0%	0.0%	0.1%	0.1%
Steering system	0.1%	0.1%	0.2%	0.3%	0.3%
Steering links	0.1%	0.2%	0.6%	0.9%	1.8%
Rust/cracks/breaks	0.3%	0.2%	0.5%	0.3%	0.5%
Drive train					
Oil loss engine/drive	0.9%	1.3%	1.8%	2.3%	3.1%
Engine management/EC	0.4%	0.5%	0.8%	0.9%	1.4%
Exhaust system	0.0%	0.1%	0.1%	0.2%	0.3%
Brake system					
Function of the service brake sys-	0.1%	0.3%	0.4%	0.5%	0.7%
Function of the parking brake	0.2%	0.4%	0.4%	0.8%	1.0%
Brake lines	0.1%	0.0%	0.0%	0.1%	0.2%
Brake hoses	0.0%	0.0%	0.1%	0.1%	0.1%
Brake drums/discs	0.2%	0.7%	1.0%	1.9%	2.2%

Commercial vehicle overview vehicles over 7.5 tonnes					
Findings of the general inspection					
Age in years	1 year	2 years	3 years	4 years	5 years
Mileage in Tkm	79	156	231	292	337
No fault	88.4%	81.9%	77.9%	75.7%	72.9%
Minor faults	4.4%	6.8%	7.9%	8.2%	9.3%
Major faults	7.1%	11.2%	14.0%	15.8%	17.6%
Dangerous faults	0.1%	0.1%	0.1%	0.3%	0.2%
Fault analysis					
Light system					
Low beam	1.4%	2.2%	2.7%	3.1%	3.2%
Lighting front	0.8%	1.0%	1.3%	1.4%	1.5%
Lighting rear	2.4%	3.8%	4.6%	5.3%	5.7%
Indicators/warning lights	0.5%	0.7%	1.0%	1.3%	1.8%
Body/chassis					
Axle suspension	0.2%	0.4%	0.8%	1.2%	1.4%
Axle spring/damping	0.3%	0.6%	0.8%	1.0%	1.1%
Drive shafts	0.0%	0.0%	0.0%	0.0%	0.0%
Steering system	0.1%	0.2%	0.4%	0.5%	0.4%
Steering links	0.1%	0.4%	1.1%	2.1%	3.0%
Rust/cracks/breaks	0.4%	0.7%	0.8%	0.9%	1.0%
Drive train					
Oil loss engine/drive	0.6%	1.1%	1.5%	2.1%	3.2%
Engine management/EC	0.3%	0.7%	0.9%	1.3%	1.6%
Exhaust system	0.0%	0.0%	0.1%	0.1%	0.2%
Brake system					
Function of the service brake sys-	0.1%	0.2%	0.4%	0.7%	0.9%
Function of the parking brake	0.1%	0.1%	0.1%	0.2%	0.3%
Brake lines	0.1%	0.0%	0.1%	0.1%	0.1%
Brake hoses	0.0%	0.1%	0.1%	0.1%	0.1%
Brake drums/discs	0.0%	0.1%	0.4%	0.7%	1.1%